

BICYCLE MOBILE HAMS OF AMERICA



Volume 4, Number 2

Apr/May/Jun 1993

DAYTON **DAYTON HAMVENTION!** DAYTON

Dayton Ham Vention - April 23-25

Here's the schedule for BMHA's fourth annual Forum.

DATE: Sunday, April 25

TIME: 0930 - 1100

ROOM: 2

Five panelists will each introduce a bicycle-related topic for discussion by presenting a short demonstration, after which members of the audience will contribute related ideas.

FORUM PANELISTS:

Ned Mountain, WC4X - "HF Whole Bicycle-Mobile - Experiments and Observations"

Russ Dwarshuis, KB9U - "Pedaling My Way to the Hamvention" - A Slide Show

Gale Scholten, N8AVQ - "Power Source Alternatives for the Cycling Ham"

Mike Nickolaus, NFOB - "How to Rig an Antenna to Your Bike"

Bob Pulhuj, KESZJ - "Hints, Kinks, and Ideas - from the Floor"

EYEBALL Friday, April 23, 5:30 to 7. We'll get together for a chat and refreshments in Jean and Hartley Alley's room at the Holiday Inn North, I-74 and Wagoner Ford Road. Call the motel desk 513-278 4871 to get Hartley's room number. All are invited, whether BMHA members or not. Wear your name tag. Plans are that later we'll go down to dinner there in the motel.

2 METER CONTACT We'll use 146.575 simplex as BMHA's own secret frequency for communicating at the Harn Arena and at Hartley's hotel. Local repeaters are too busy.

Put that frequency in your HT's memories and monitor it -- use it for spy and all BMHA contacts during the entire weekend.

MESSAGE CENTER To contact other BMHA members at Hara Arena, leave WRITTEN messages at booth 305 at the Arena. This is the S-COM booth, and the owner, Bob Schmidt WA9FBO, has offered to do this for us. Be there daily at 11:30 to join the **BMHA Lunch Bunch**. (Booth 305 is very close to the Food Service Area.) If you have trouble finding our Lunch Bunch, just give us a shout on 146-575 simplex.

Second Annual BMHA Bike Tour

1992 witnessed the first BMHA bike tour to be held in conjunction with the Dayton HamVention. Those attending the tour had an enjoyable time, with planning for the Second Annual BMHA Bike Tour beginning soon afterwards. The date for this year's tour is Saturday April 24. Hosts for the event are again Jim Gumbert, NC8Y, and Ken Noffinger, AE8L.

You will have a choice of a 10- or 30-mile tour, both rides taking place on roads in and around Tipp City, which is located just 10 miles north of the HamVention site. The 30-miler will pass through three Ohio counties and four VHF Century Club grid squares, so bring your transceivers -- and of course we'll be communicating bicycle-mobile within the group as we pedal along. A picnic at the Park will follow the ride.

Notice: You must be 18 or older to go on these rides. Riders should plan to arrive at the Tipp City Park no later than 1:30 pm. Both tours will leave the Park promptly at 2 pm. Talk-in to the Park will be on the Miami County Amateur Radio Club repeater, 145.23 (-600). The primary intra-group communications channel on the rides will be 146.575 simplex - the regular BMHA "secret" frequency.

Participants in this Second Annual BMHA Bike Tour will be awarded a certificate commemorating their participation in the event, along with endorsements which can be earned during the ride.

Although our tour is informal, not to mention FREE, it would be helpful to know how many people to expect. Let us know what distance you plan to ride and if you are bringing anyone who won't be riding. Please send an SASE by April 12 to Ken Noffsinger, AEBI, (see address below). Tour information, maps, etc., will be mailed out shortly thereafter. If you miss that deadline, we will have information available at BMHA gatherings prior to the tour, or you can get directions from us on the talk-in frequency, 145.23, just before the ride.

—Jim Gumbert, NCSY
Ken Noffsinger, AEBI
43 Kent Road
Tipp City, OH 45371



BIKER'S WORLD OF HF

(The following article, reprinted from the November 1992 issue of Badger State Snake Signals, is a stirring account of a recent "Guinness record", 750-mile, bike-to-bike QSO between two nationally-known BMHA members.)

QRP BICYCLE-TO-BICYCLE QSO

by Richard Regent, K9GDF
Milwaukee, WI

It is a brisk 46 degrees with drizzle from an overcast sky when Elroy Shelley, WB9GIE, puts on a heavy warm coat and gloves, leaves the warmth and dryness of his apartment in Milwaukee to take a bicycle ride. It is October 10th, 1992, and almost 4 p.m. when he is cycling near Timmerman Field Airport in Wauwatosa, a few miles west of his home.

Attached to his bicycle, WB9GIE has his Argonaut transceiver with 3 watts output, some batteries and a 20-meter Hustler short vertical. At 4 p.m., on schedule and pedaling along, Elroy gives a call on 14.253 MHz SSB, "WC4X, this is WB9GIE". There is no answer.

Another few calls and there is the good sounding signal of Ned Mountain, Extra Class WC4X in Atlanta, Georgia, who is mobile on his Cannondale bicycle.

Ned uses a Mizuho handi-talkie from Japan (#325) which runs 3 watts with a re-wound hamstick vertical antenna. Elroy exclaims, "We got you in here. Sounds great, really exciting, can't believe it, congratulations!" Ned replies, "This is unbelievable!" They exchange 5 by 7 signal reports, weather data and other information.

Ned reports he is wearing a T-shirt and shorts, has 75-degree weather and an overcast sky. Coasting down a hill at 17 MPH, Ned clearly says, "This is something I'll remember for a long time." As the QSO continues Ned says Elroy is stronger, around 5 by 8.

WC4X asks if there is anyone else on frequency who would like to talk to him. I give my call and we QSO briefly. Just before I transmit again, Ned says he will put on his tape recorder logging system so that he has all our data to send a QSL card. K4TWJ, columnist for CQ magazine, is also on frequency and gives Elroy a call from his location. Elroy says, "I can hear everyone fine except there are some noisy airplanes taking off right here that are deafening at times."

Both bicycle hams are experienced: Ned, who gave a HF biking presentation at Dayton this year, worked England, Peru, New Mexico, and Minnesota on 15 meters biking just the day before. Elroy, who has worked 80 countries, all states and continents from his bike says, "It's easy to work Japan, but to get a rare country I have to battle it out with the big guys."

Then according to schedule, WB9GIE and WC4X change to 21.285 MHz. Ned changes antennas without stopping; meanwhile, Elroy puts his kickstand down to

make antenna changes and adjustments. I hear WB9GIE but WC4X is not heard. Finally a band change to 7.258 MHz. However the Pennsylvania QSO Party is in progress here so they decide to skip a 40-meter QSO attempt.

The wind and rain chilled Elroy's hands and head, yet he never used the umbrella he took along. After all, he had just made an exciting QRP QSO on 20 meters with another rider in Georgia - all of 700 miles away, and bicycle-to-bicycle at that.

Elroy grips the cold wet handlebars, pedals his bike towards home, smiles and says to himself, "Plain as day, incredible!"

CONTACT

This is the 'I-need-help' department of the Newsletter. It serves as a clearing house where our readers can exchange information on a one-on-one basis. Send in your request - we'll run it.

Creator of Pacific Crest Bicycle Trail - a mountainous med-hazed route from Canada to Mexico - seeks ham touring cyclists for week-long trip on Oregon section of the Trail in late June. Camping, cooking, 50-mile days. Operate HF QRP and VHF HT.

---Bill Paul, KD6JUI,
337 Estrella Way
San Mateo, CA 94403
415-345-7021 even.

I'd like to operate CW while bike-mobile. Would like contact from anybody who has had experience. Need info on suitable keyers, paddles, other details.

---Larry Lemaire, N1EPE
131 Birchland Ave.
Springfield, MA 01119
413-782-9578 even.

LETTERS

Dear sir,

Please send sample newsletter and membership info about the BMHA. I learned of BMHA from the World of Ideas column in CQ Magazine, March 1993.

I spend a lot of time on my bicycle and like to use either 2-meter gear or my scanner while riding. Due to a heart condition, I kind of literally ride for my life. The doctor told me to exercise (walk or ride) or else die. That's incentive!!

I have several ideas for antennas which I would like to check with others to see if the ideas are practical. As a QRP operator (QRP ARCI # 7665), I would also like to have a try at operating HF while bicycle-mobile.

Thanks for the information and maybe we can work bike-to-bike one day on HF. I work 15-meter CW.

73

---Carl Hatan, K0BZV
541 Mandan Ave.
Melbourne, FL 32935

CLUBS & EVENTS

The GREAT OHIO BICYCLE ADVENTURE

(The Great Ohio Bicycle Adventure (GOBA) is a week-long bicycle tour of the scenic back roads of rural Ohio. With the accent on taking it easy and enjoying the sights, the average daily distance is 50 miles. This year's event - GOBA V - runs from June 20 to the 26th. GOBA would like to add more bicycle-mobile hams to its corps of ham helpers. If interested, see "Hams Needed" below. —Ed.)

Dear Hartley,

This is in response to your request for information about the GOBA, and how ham radio works in conjunction with the bicycle ride. Bill Sharp, W5MGI, (GOBA Communications Director) and I have worked together since GOBA II in 1990. Each year we learn more, get more utilization from ham radio, and improve our communications for the health, safety and welfare of the riders. Ham radio is a cornerstone of GOBA and helps ensure a safe ride for all participants.

Our radio plan is a three tier operation:

First, our most critical assignment is riding in the three squad/medic vehicles that travel with GOBA all week and providing radio connection with net control, who then dispatches them to accidents and other medical situations involving riders.

Secondly, we use volunteer local ham operators stationed at preplanned spots along the route at dangerous intersections, railroad tracks, and other important places to alert net control of safety situations, accidents, breakdowns, etc. Their primary responsibility is the safety and health of the riders. If an intersection is particularly dangerous, we usually have a sheriff's deputy or state police officer stationed there for traffic control. We do not ask the hams to "play traffic cop", but only communicate safety information.

Thirdly, but just as important, are the bicycle-mobile hams. In our second year of using ham radio, GOBA III, we decided to advertise and encourage bike-mobile operation. I did not feel that they could really be of much help - I figured that most bike hams use HT's and rubber duck antennas and therefore have very limited range. To our surprise, about half of our incidents that year were first reported by bike-mobile hams! If they could not get into the local repeater direct, they would go simplex on the repeater output and usually reach a local car-mobile ham out on the route. The local ham would then relay to net control who then dispatched our squad or contacted a local squad if needed. Last year, we had about 15 bicycle-mobile hams along the route each day, and again they were a vital link in providing a safe ride.

The local hams are very important. We use them and their repeaters for several reasons: they know the territory and the radio coverage and weak spots, they know routes to hospitals in emergencies, their repeaters and high profile antennas have better coverage than if we brought along our own portable repeater, and they know the danger spots, traffic patterns, and road conditions.

GOBA is fertile territory for BMHA. Each year we get questions about what kind of rig and antenna to use. I

recommend the half-wave antenna and refer them to your newsletter for information. Also, they want information on batteries, powering options, and radio mounting methods. As Bill mentioned in his last letter, we will again have a GOBA rally for hams during the ride. We will probably have pizza and pop one evening after the ride for all the hams involved. The local hams enjoy meeting the bike-mobile hams and vice versa and much interest is generated about mobile operation from a bicycle!

Hope this info is useful to your readers. See you at Dayton, 73's

—Rudy Morris, N8FDH, Ham Radio Coordinator, GOBA
6842 Abbot Pl.
Worthington, OH 43085



(The following is reprinted from the 1993 GOBA Newsletter.)

HAMS NEEDED!

GOBA has been successful partly due to the great help given us by the ham radio community. Once again this year, we will have hams along the route, and hams on bicycles taking part in the tour. If you would like to help, or if you are a rider and would like to bring your HT and act as an emergency contact while on the route, please give us a call. Please contact Rudy, N8FDH, at 614-846-1896, in the evening, or drop a line to GOBA Hams, POB 14364, Columbus, OH 43214.

EDITOR'S COLUMN

BMHA Still Getting Plenty Ink

Scanning through the various ham magazines you might have seen these pieces about BMHA and bicycle-mobiling:

>>> *CQ*, March '93, page 70. A story with photos detailing the HF-while-biking exploits of BMHA'ers Elroy Shelley, WB9GIE and Ned Mountain, WC4X. This followed by a much-appreciated listing of the benefits of membership in the BMHA. 39 readers sent for BMHA info, resulting, to date, in ten new memberships.

>>> *Worldradio*, March '93, page 38. In the January '93 issue there was a fine piece on getting rid of noises that bug us when we operate our ham radios in our cars. At the end the author jokingly says that if you can't rid of the noises then go bicycle-mobile. Ned Mountain, WC4X, jumped on this, and sent a Letter to the Editor outlining some of the noise problems he's encountered while bicycle-mobile, as caused by power lines, electric fences, etc. Readers of this asked for info about how to join BMHA. 27 queries have resulted in seven new members, and they still come in.

>>> *Amateur Communications*, January '93, page 43. A short piece about BMHA and what we stand for, and how we can help those just getting started in this double hobby of hamming and cycling.

>>> *QST*, March '93, page 52. A very important article on Bicycle Mobile Antennas. Well-written, nicely-illustrated, this you must see, if just to read how these two Texans have designed a rear carrier that serves as a counterpoise for a 5/8 whip.

AFRICATREK Faces Armed Resistance

Last issue we ran a short report on Africatrek. Led by members Dan and Steve Buetner, Africatrek is a 5-man, 10,000-mile, 15-country, cycling expedition that is now underway in an attempt to cross the African continent.

Dan keeps a journal of all the exciting details and sends it back to his Minneapolis base for publication in the Africatrek newsletter. I thought you'd like to see this excerpt from "The Adventure Begins".

On the first morning, outside the hideously polluted city of Annaba (Algeria) we were stopped at an army roadblock. A soldier, cradling an AK-47 (which fires 19 rounds per second) waved us to the side of the road and demanded our papers.

"What are you doing in Algeria?" the guard asked gruffly. "We're tourists," we replied. "Why aren't you on a bus?" "We're bicycling across Africa," we replied. "Then you are not tourists, you're in transit.... Open your bags." The soldier picked through one pannier of dirty clothes, another carrying bike parts, a third stuffed with our tents and a fourth, where he found my supply of Powerbars in their foil wrappers. "Drugs?" he inquired. The soldier eyed me suspiciously, holding out a berry-flavored bar. "Food," I said.

The soldier dug deeper, using the barrel of his gun as a probe. "More drugs?" he accused, now waving a chocolate Powerbar. "Open it!" he ordered. I peeled back the wrapper revealing a dark brown slab of

carbohydrates which the guard said bore a frightening resemblance to some of the finer grades of Moroccan hashish. "Try it," I stuttered, "It's like candy." The guard took a bite and smiled. "Alright," he said, "you can go. Enjoy your stay in Algeria."

A Neat Mount for Your HT

A while back I decided that I wasn't too pleased with my Bike-mobile setup. I carried the HT on my belt, which was a safe and jolt-free place, but I had to stop and take the HT off my belt if I wanted to look at the digital readout. So I cut the top off a cyclist's water bottle, stuffed the HT in the bottle (with padding) and went to bike stores looking for a bottle cage that you mount on your handlebars.

(The idea of course being that the HT in the bottle would nestle in the cage on the 'bars, right up front where I could see it and operate it as I pedaled along.)

All I could find in the bike stores was those rather flimsy plastic bottle cages, and none of them could be mounted on the 'bars. Then I remembered an old-line mailorder firm that I had dealt with years ago: Cyclo-Pedia Inc., in Adrian, MI. They have in stock the TA brand bar-mount bottle cage. Made in France of chrome-plated steel, this rugged cage was the standard setup with all the top racers and tourists back in the 60's. It weighs just over three ounces, but is rigid enough to safely hold your HT, and it goes for about \$10. Just phone Cyclo-Pedia at 1-800-678-1021 (orders only) and they'll send it out same-day. (Maybe you should mention BMHA.)



Using knife or nippers, judiciously cut away at the water bottle until you have a shape that will hold the HT securely yet allow you to see the readout and also have access to the various buttons and switches. (Better do a practice run on an old beatup bottle.) Make allowance for venting the HT's heat. I use styrofoam for padding inside the bottle, and secure the rig with a tiny bungee cord, lest a sudden bump or quick stop cause the HT to go flying to the ground or, worse, into the spokes.

From my rear-carrier-mounted Larsen PHW-150 half-wave antenna I run the coax along the top tube to the rig. With my speaker-mike attached to my collar I can steer the bike with one hand and operate the HT and the mike with the other. I like this setup. It's safe, secure and neat.

Back Issues

You can purchase any of the ten back issues of the BMHA Newsletter for \$2 each, postpaid. For info on the contents of the various issues send a business-size SASE to BMHA and ask for the Index. This service available to members only. (Continued on the next page.)

Need Tech Articles

Our readers seem to like us to keep a nice balance between technical articles and stories about bike trip adventures. The latter we have in quite good supply — it's the technical article that's hard to find. Right now, today, we need pieces on power sources, antennas (home-brew or store-bought), how to mount radio or antenna on bike, and any other subject that you think our readers will find helpful.

Send me your ideas, whether in final form or as an outline. Like all the other club newsletters, we don't pay our writers, but they do have the satisfaction of sharing their ideas country-wide with fellow bike-hams.

Which Tour Has the Most Hams on Bikes?

The ham leaders of the Great Ohio Bicycle Adventure (see GOBA story elsewhere in this issue) have thrown down the gauntlet. They claim that GOBA has more bicycle-mobile riders on their tour than has any other similar event. This has got to mean that GOBA thinks they have more bike-hams on the ride than does the Hilly Hundred, the Tour of the Scioto River Valley (TOSRV), the Register American's Great Bicycle Ride Across Iowa (RAGBRAI), or any of the other large-scale cycling events.

We at BMHA will be glad to help settle this matter. We ask that the ham leaders of these events send in a complete roster of the hams who actually participate in their event as bicycle-mobile operators. To count, the names, calls, and addresses must be included. In an upcoming issue we'll announce the result, and in the meantime we'll send a sample BMHA Newsletter to those on the lists who are not members. Spread the word.

See you at Dayton!

—Hartley Alley, NAAO, Editor

BMHA's Official Logo

Members have been asking for an official BMHA logo design that they could use on their QSL cards. After much deliberation it has been decided that we'll go with the design that was created by Russ Dwarshuis, K8BU — see the last page of the previous issue. Here it is! Just tell your printer to copy it and reduce it to the proper size.

BICYCLE MOBILE



HAMS OF AMERICA

BMHA NEWSLETTER

EDITOR: Hartley Alley, NAAO

BOARD OF ADVISORS:

Russ Dwarshuis, K8BU Len Koppl, KDORC
Mike Nickolaus, NF0N Bob Pulhuj, K8RZJ
Chairman and Founder: Hartley Alley, NAAO

Permission given to reproduce any of the material in this issue, provided the author is credited and the source is acknowledged as "from the Newsletter of the Bicycle Mobile Hams of America." Please send clip to address below.

We welcome articles, suggestions, letters, announcements, photos, artwork — anything pertaining to bicycling while operating an amateur radio, or vice versa.

Submitted material will be edited for clarity and, if necessary, shortened to fit space constraints. Material should be submitted before Mar 1, June 1, Sept 1, or Dec 1 for inclusion in the ensuing issue.

BMHA NEWSLETTER is the quarterly publication of the Bicycle Mobile Hams of America. Issued Jan, Apr, July, Oct.

TELEPHONE: 303-494-6559

BICYCLE MOBILE HAMS OF AMERICA (BMHA)
Box 4009, Boulder, CO 80306

ABOUT BMHA

For the information of our first-time readers.

Bicycle Mobile Hams of America got its start when a "Stray" in the June '89 QST magazine asked to "get in touch with hams who operate their radios while bicycle-mobile, or while in any other human-powered conveyance", signed by Hartley Alley, NAAO. Twenty five hams responded, filled out questionnaires, and received a summary of the collected data.

In April of '90 we had our first BMHA Forum at the Dayton HamVention. We played to a packed house, overflowed the room, and added 54 names to our mailing list. Our '91 and '92 forums were again well-attended, and now BMHA is established as a "regular" at this world-renowned event.

This is the eleventh issue of our quarterly newsletter, which has become the clearing house for the exchange of info and ideas for the hams who go on the air from their bicycles. Since the last issue of this newsletter we have added over 25 new members. The total paid membership now stands at 248, with members in 38 states, and four countries.

BMHA membership includes: bi-weekly net on 20 meters, annual meeting and Forum at the Dayton HamVention, membership directory, packet list, and the BMHA Newsletter, which has articles on bike trips, antennas, other gear, operating tips, etc. Membership application blank on the next to last page.



OUR PEOPLE

A mid-March study of the BMHA membership database was focused on the level of licenses held by our members. A comparison was made with the licenses held by all USA hams, as reported in the *Radio Amateur CALL BOOK*. This is what we found:

CLASS	BMHA	USA
EXTRA	34%	11%
ADVANCED	28%	20%
GENERAL	14%	23%
TECHNICIAN	23%	28%
NOVICE	1%	18%

I guess these figures could lead you to conclude that the BMHA is a high class outfit — no pun intended. Next issue we'll do a study of "most miles pedaled in one day". Send in those Questionnaires if you want your miles to count. —Ed.

BMHA NET....ON 20

Getting Ready for Spring Cycling

Are we all spending time on our indoor trainers getting ready for the Spring cycling season? I bet you are doing as much on your trainer as I am, huh! Actually I tried riding outside about six weeks ago on my mountain bike. Parts of the road were clear, with snow and ice on only 75% of the road.

Of course it was the bike's fault for falling over when it hit the ice. It was also the bike's fault when the ground came right up and hit my right arm and broke it just below the elbow. As always, I was wearing my helmet. No damage to the helmet or my head! Seems like there are two lessons to be learned here. One is to ALWAYS WEAR YOUR HELMET; and two, DON'T RIDE ON ICE! I'm back on the bike now. Needless to say, I'm making sure the roads are clear and not ice-covered.

This winter we've had some memorable sessions on the BMHA Net. We've even had a few bicycle-mobiles check-ins, and lots of good discussions about antennas, radios and touring plans. Many of the regulars are helping me to hear the Midwestern check-ins. Several members on the net have indicated that they'll be bringing projects to the Dayton HamVention, to show us at the BMHA Forum. Hope to see you there at the BMHA Forum, the Daily Lunch Bunch, and the Friday Eyeball (for details, see page 1.)

Many of us are planning cycling trips this summer. Check into the BMHA Net and hear all the details. The BMHA Net meets on the first and third Sunday of each month, on 14.253, at 0000 UTC. Be there!

—Mike Nickolaus, NFOH, BMHA Net Control
316 E. 32nd St.
S. Sioux City, NE 68776

BITS & PIECES

Mysterious Static

If you hear static-like noise on your HF bicycle-mobile rig while traveling at speeds of 10 MPH or greater, and the static disappears or reduces when you apply the brakes, you may have a case of poor contact between the rim and the hub. Measuring this with an ohm meter will verify erratic contact. Repacking the bearings with clean grease and carefully adjusting the bearings for a snug fit cures the problem. I used to err slightly on the loose side when adjusting wheel bearings. Now that I'm on HF when underway, I have changed my bearing adjustment criteria ever so slightly.

Power in a Bottle

My handlebar bag was beginning to get a little chafe, what with its sizable load of four Mizuno HF radios and six D cells. The solution to the problem was to move the batteries out of the bag to a place on the bike where the weight could be more easily tolerated. Taking a cue from a commercially-available bicycle lighting system, I discovered that a standard size cycling waterbottle can comfortably hold six D cells.

It's really quite easy to rig. Carefully cut the top off an old waterbottle. Then place two layers of rechargeable D cells in the bottle, with three cells in each layer. I wired each layer to a connector on top separately so they can be connected in series (12 volts for radio operation), or in parallel (6 volts for use with my headlight). The waterbottle naturally fits in the cage and of course is very secure. My only concern with this device is that when I go through airport security it will probably look very suspicious on the x-ray machine!

—Ned Mountain, WC4X
185 Carriage Station Circle
Roswell, GA 30075



The author's bicycle-mobile setup showing his Power Bottle and "Bikerophone". The antenna is a multi-band Ham Stick, mounted on a Radio Shack CB antenna mirror mount. Behind the antenna is a battery-powered Vista Light.

BM's OLDEN DAYS

Research on this series of stories about the early days of bicycle-mobile operation is being done by Neil Friedman, N3DF, of Boulder, Colorado. A prominent collector of ham radio memorabilia, Neil searched through his collection of old ham magazines and found this story in a QST from World War II.

Home-front Hams in World War II

Reading this article in the QST of July 1943, your BMHA editor noted these facts about the CD-WERS - Civilian Defense Wartime Emergency Radio Service: During World War II all regular ham radio operation was cancelled, due to the government's fear that hams could, whether inadvertently or intentionally, give out information that could aid the enemy. This was no big blow to a good many of the hams. After all, they were already in uniform and serving as radio operators for the Army, Navy or one of the other services.

The hams who were left at home - some not drafted because they didn't pass the physical, and others who held civilian jobs that were essential to the defense industry - had no way to get on the air, until the government formed the Wartime Emergency Radio Service.

The WERS licensees (only 170 at the time of this 1943 piece) served as wardens who patrolled their neighborhoods at night and reported by radio any indication of enemy activity. In the coastal states, in particular, they were on the watch for enemy submarines or plane activity. Gasoline rationing and the sheer weight of early 40's ham gear made the bicycle a natural for WERS service.

Here's an excerpt from QST, July 1943:

"Operating Procedure".

Let us begin by saying that CD-WERS is not ham radio, nor a substitute therefor....communication should be made in sound businesslike and official.If you are participating merely for the fun of it, because it gives you a chance to get back on the air and exercise your muscles, then WERS has no place for you unless you're willing to mend your ways. You will do your

country, yourself, amateur radio and WERS more harm than good. WERS is not fun. It is a grind, a job, a service we do without pecuniary gain, often without thanks; but we are not doing it for either pay or thanks, we are doing it as a service to our country. If that is not enough reason for you to take part, then we advise that you drop it.

.....**Identification.** Complete identification must be given at the beginning and ending of each complete exchange of communications.With enemy planes approaching, however, announcement of call letters might reveal the locations of your units. It is recommended, therefore, that at any time after the blue alert and until the all-clear, call letters be omitted, as well as any other information that might possibly be of value to the enemy.

Evolve your procedure around the slogan "The enemy might be listening" and arrange it so that the presumably listening enemy will in no way be aided by your transmissions.



Caption on this photo:

Bert J. Llay, WSWLP, is here seen operating portable unit 96 of WERS station WJH, in East Cleveland, Ohio. WSWLP's bicycle carries three 45-volt blocks of "B" batteries, eight 1 1/2-volt dry cells (wired in series-parallel to furnish 6 volts for the transceiver), an Abbot DK-3 transceiver and a 15-inch bus-bar antenna.

MEMBERSHIP APPLICATION

BICYCLE MOBILE HAMS OF AMERICA (BMHA)

Please complete and return to:

BMHA, Box 4009, Boulder, CO 80306

Name _____ Call _____ Date _____ License Class _____

Address _____

City, State _____ Zip _____

Individual: \$10 per year _____ Family: \$15 _____ Foreign: \$15 _____

(US or CAN)

(Pay by check in US dollars or international money order)

(Make check payable to BMHA)

(check one) New Member _____ Renewal _____ Enclosed is my check for \$ _____

NEW MEMBERS

We're pleased to add these names to our Membership List:

Don Arbogast, NQDA, 3875 NW Cassin Pl, Corvallis, OR 97330
 Vince Barclay, KB3OM, 6 Wadsworth, Williamsport Pa 17701
 Kenneth A Barret, KB2KOW, RD #2 Box 316, Oyster Bay, NY 11770
 Steve Burm, N1KEV, POB 6525, Providence RI 02940
 Karen Garrison, AA1AH, Box 605, Durham NH 03824
 R W Glaza, N2ASV, 1617 S Black Horse, Williamstown NJ 08094
 David Goldner, WA2TTP, 381 Booth Av, Englewood NJ 07631
 Rick Hamblin, N0TPO, 2108 Larry Dr NE, Cedar Rapids IA 52402
 John Hess, N8MNN, 22760 Dearfield, Novi MI 48373
 E H Jacobson, KD6KVU, 842 St Francis Dr, Petaluma CA 94954

Verle Johnson, N2KPW, 77 Seventh Av #2H, New York NY 10011
 Danny L Jones, K4TNY, 805 Nichols Ln, Rocky Mount NC 27803
 M Kelly, VE3PFK, 25 Silverton Av, Downs ON, CAN K1Z 6M9
 Dick Krueger, N9SAB, 3671 E Carmel Dr, Carmel IN 46033
 Larry Lamont, N1EPE, 131 Birchland, Springfield MA 01119
 B L Lewis, K4QF/ZP2BL, Hyatt Rd Box 33, Scottsboro AL 35768
 Jim Lundam, N0KRE, 3400 Harvey Lake Rd, Highland MI 48036
 Wm. B Mangum, KB8ASC, 505 South Main, Springboro OH 43066
 Don Massey, W5ULB, 507 Oak Dr, Friedmans TX 77546
 David Murphy, N7LKB'S, 1511 Barry Dr, Stillwater OK 74074

Budy Norville, AA8WE, 383 Brookman Dr, San Jose CA 95123
 Leonard Pollak, N9OCW, 5240 N Natoma, Chicago IL 60656
 Patrick Runkle, 3001 Jackson St, San Francisco CA 94115
 Ronald Romine, 3001 Jackson St, San Francisco CA 94115
 Aubrey W Spradley III, 6416 York St, Metairie LA 70003
 Bruce Struth, AA0ED, 3913 Princeton, Minneapolis MN 55416
 Wm. J Ward, N9RHY, 3796N Cn Rd 650W, Middletown RI 02846

With traditional ham friendliness, make contact with these new members, welcome them to BMHA, and help them with any problems they might have.

BMHA NEWSLETTER

Bicycle Mobile Hams of America
 PO Box 4009
 Boulder, CO 80306

Address Correction Requested

First Class Mail

QSL CORNER

In this space we feature QSL cards that have a bicycle-mobile motif. Send yours in. We'll run it.



Richard "Rick" Hamblin
 2108 Larry Drive N.E.
 Cedar Rapids, IA 52402
 Ph: 319-393-0628

This is the letterhead of new member Rick Hamblin, N0TPO. Rick writes that he's new at hamming but has already made a 2-meter, 10-day "bikemob" tour of northern Michigan, and is looking for advice on HF gear that's bike-compatible.



Apologizing for leaving off the word "Mobile", Gene Tabor, KB7QG, of Farr West, Utah, sent us this nicely designed QSL — in color, of course.